

# **Brown Line Capacity Expansion Project**

## **Supplemental Service Strategy for Construction-Related Three-Track Operation**

### **Community Meetings**

March 12, 15, 19, 26  
2007



# Brown Line Capacity Expansion Project

## Presentation Overview

- Brown Line Capacity Expansion Project
  - Project Overview
  - Three-Track Operations
- Supplemental Service Strategy
  - Rail Options
  - Bus Options
- Customer Information and Community Outreach
- Questions/Answers

# Brown Line Capacity Project Overview



## Project Summary

### BACKGROUND

- Constructed between 1896 and 1907
- Over 66,000 daily customers on six car maximum length trains
- 28,000 cross platform transfers daily
- Third busiest CTA rail line
- Ridership up 83% since 1979

### PROJECT GOALS

- Extend platforms to allow 8-car operations, increasing capacity by 33%
- Make stations ADA compliant
- Add elevators to 13 stations
- Rehabilitate 18 stations
- Restore 8 historic stations
- Upgrade signal, communications and power delivery system
- Enhance security
- Total project budget: \$529.9 million
- Project completion: **December 31, 2009**



## Brown Line Capacity Expansion Project

### **Project Preparation**

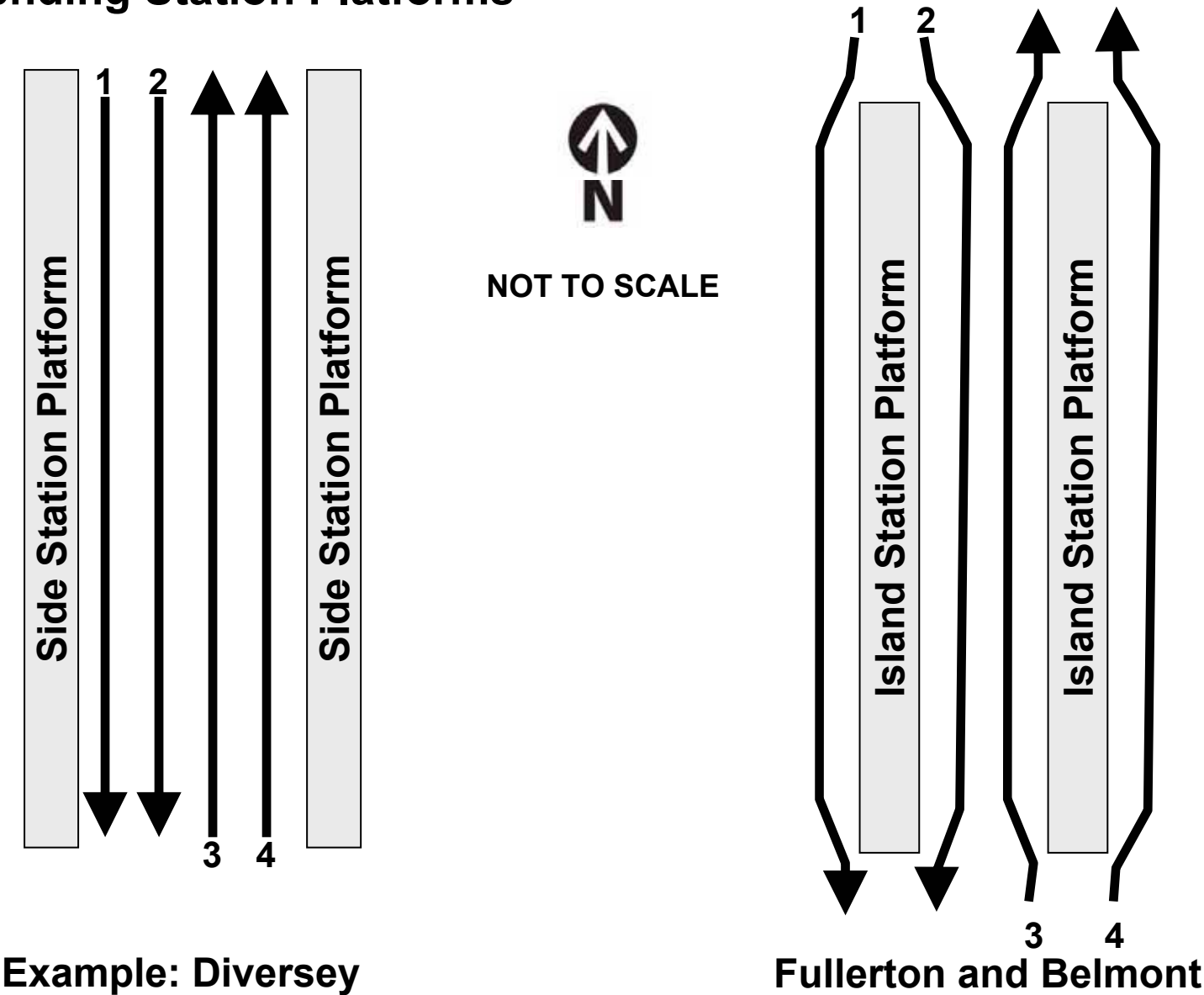
- Concepts and planning began in the late 1990's
- Expand capacity and make stations accessible, while continuing to operate rail service throughout construction
- Other projects that have helped prepare the corridor for the track capacity reduction
  - Dan Ryan Red Line Rehabilitation Project
  - Clark Junction signal work and added track crossovers

### **Project Activities**

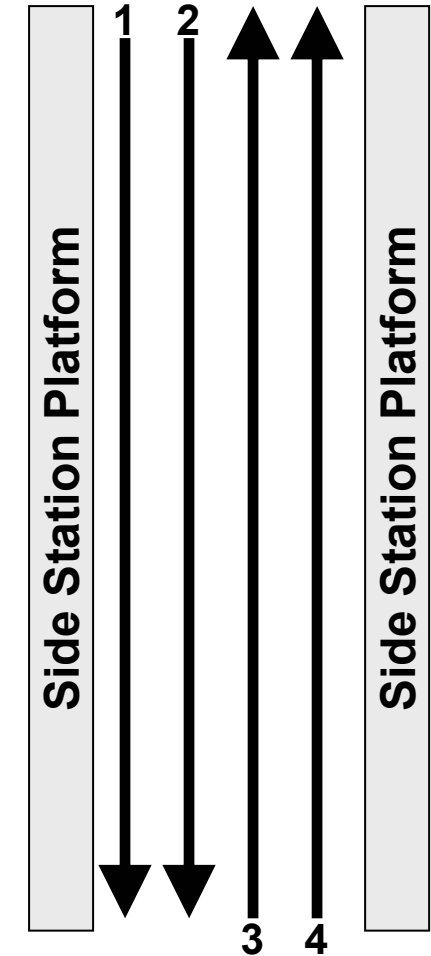
- Construction contracts have been awarded for all station packages and work is ongoing at 10 of 18 stations
- Reconstructed Kedzie and Rockwell stations reopened ahead of schedule on August 16, 2006
- Reconstructed Kimball station reopened ahead of schedule on January 12, 2007
- Reconstructed Francisco station reopened ahead of schedule on March 9, 2007
- Southport station is scheduled to temporarily close for 12 months on April 2, 2007
- Diversey station is scheduled to temporarily close for 12 months in late spring/early summer 2007
- New Track Four at Fullerton opened on schedule on January 29, 2007

Brown Line Capacity Expansion Project

# Extending Station Platforms



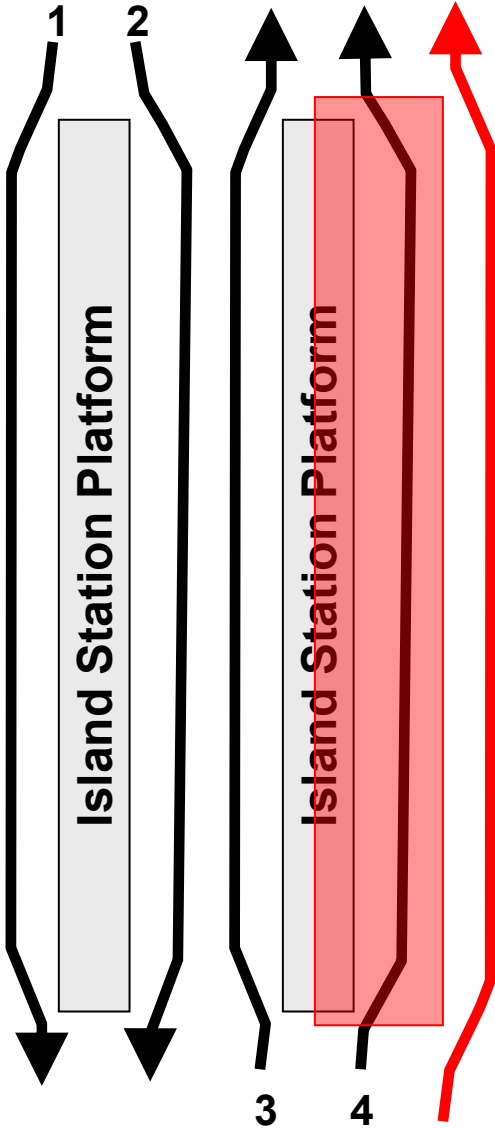
Brown Line Capacity Expansion Project  
**Extending Station Platforms**



**Example: Diversey**



NOT TO SCALE



**Fullerton and Belmont**



New Platform and Track Construction



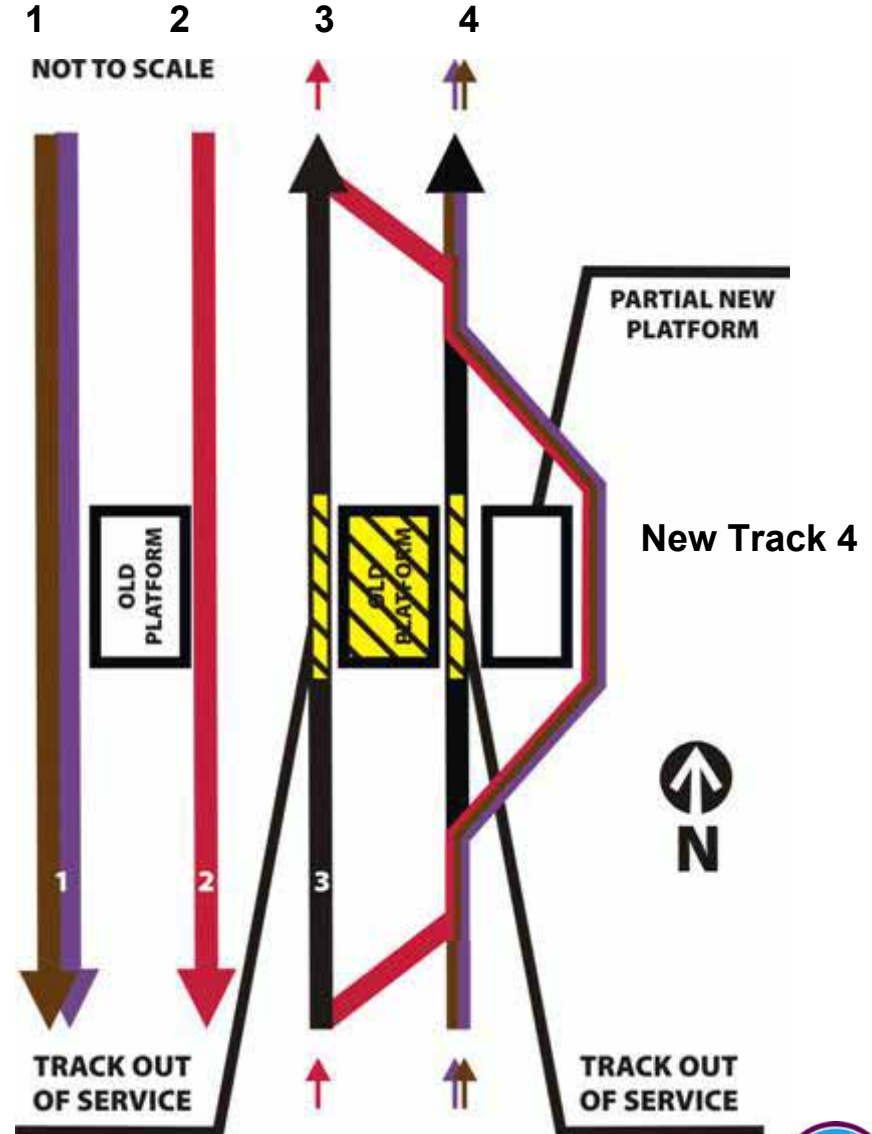


## Three-Track Operations

### Fullerton Construction Staging

#### Phase One Fullerton

- New Track Four in service
  - Old Track Four out of service
  - Old Track Three out of service
  - Operating on old Track 1 & 2 and new Track 4
- 
- Northbound Red, Brown and Purple line customers will board on the new eastern platform
  - Initially, southbound customers will not have a platform change.



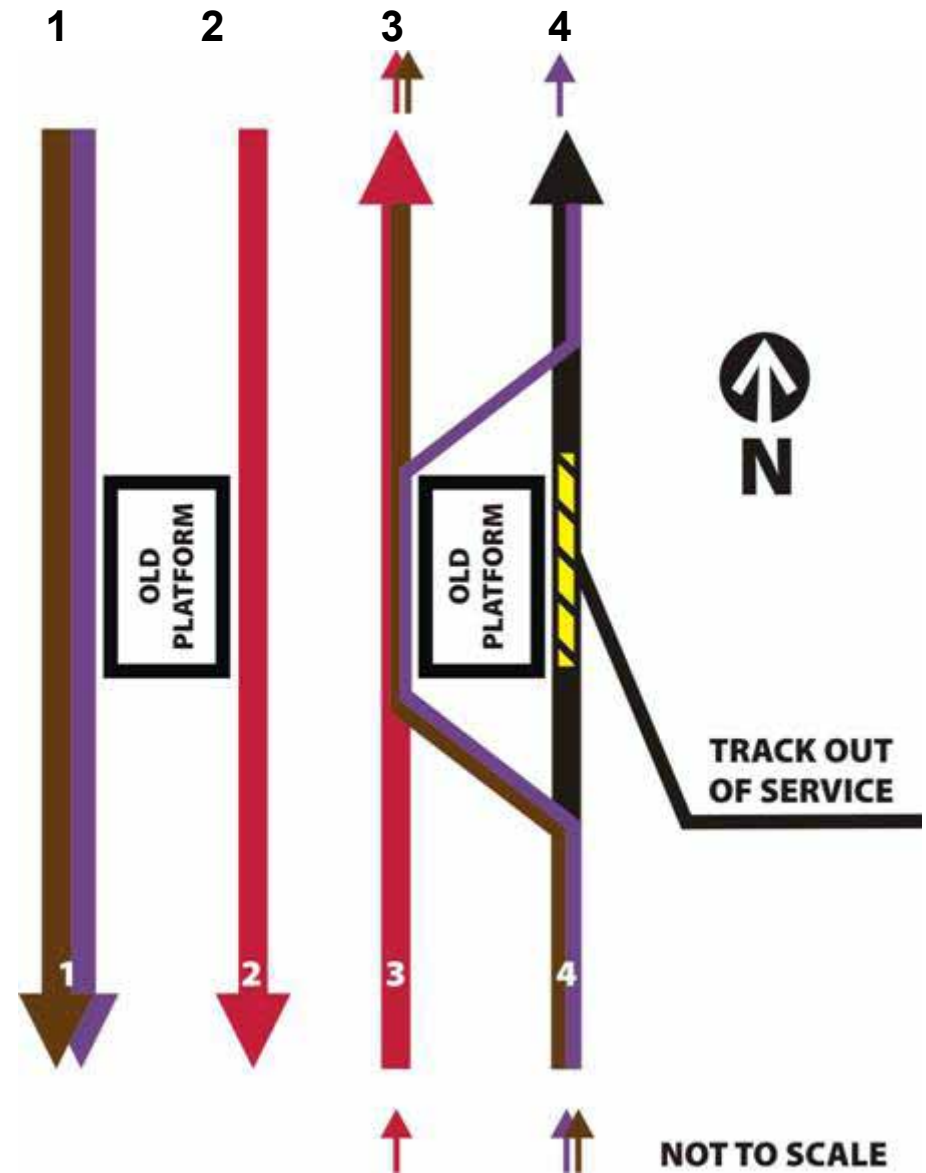
## Three-Track Operations New Track 4 at Fullerton



## Three-Track Operations Belmont Construction Staging

### Phase One Belmont

- Old Track Four out of service while new Track Four is being constructed
- Northbound Red, Brown and Purple line trains operate on Track 3
- All northbound customers board on the current northbound Red Line track
- Southbound customers will not have a platform change initially





## Three-Track Operations **New Track 4 Under-Construction at Belmont**



## Phase I Operations – Northbound Reroutes

- All northbound trains operate on the new Track 4
- North of Armitage, northbound Red Line trains move to Track 4
- Leaving Fullerton, northbound Red Line trains return to Track 3

- Northbound Red Line trains remain on Track 3
- Northbound Brown and Purple Express trains move to Track 3 after serving Wellington
- Northbound Purple Express trains return to Track 4 at Clark Junction or north of Addison



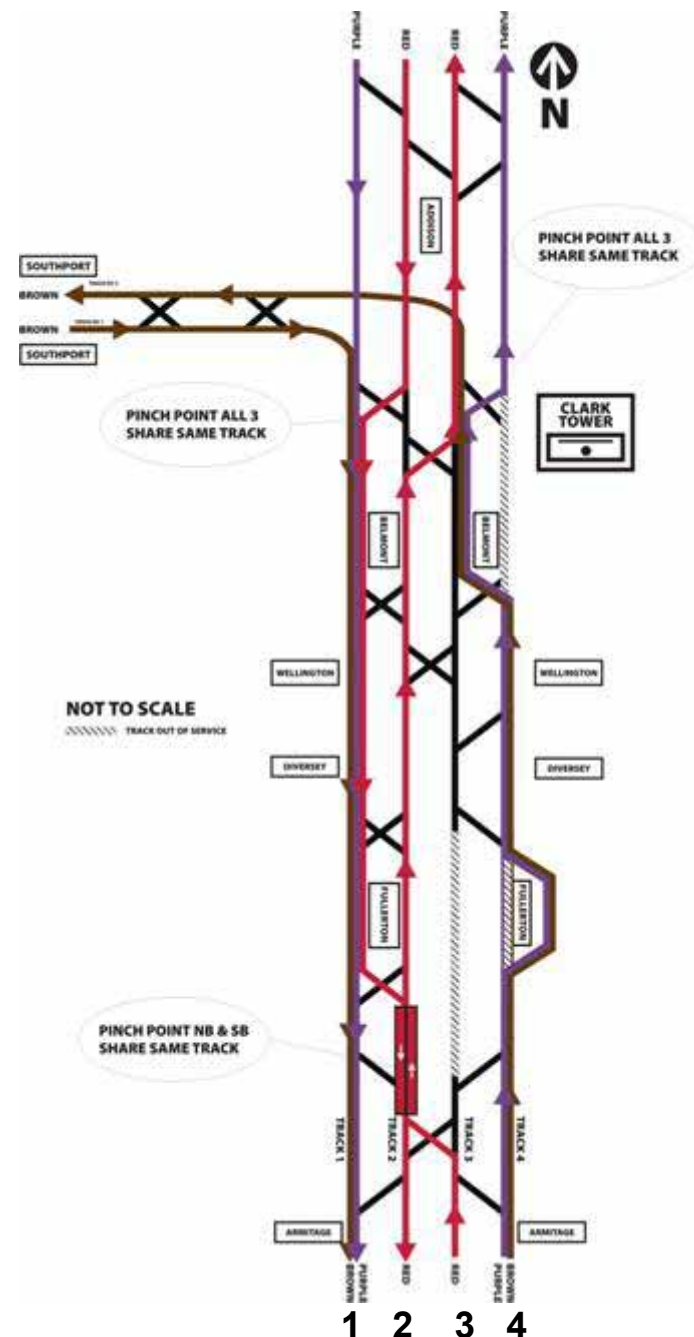
## Three-Track Operations Reversible Routing

**Reliability** – More track crossings mean slower trains, as track crossings happen at 6 mph

**Delays** – Trains would wait for trains moving in the opposite direction to clear the bi-directional track

**Customer Convenience** – Persons with mobility limitations could not transfer across platform. Some may not be able to transfer at all.

**Continuous Traffic Flow Reversal** – Unlike highway express lanes, this would require reversing the traffic flow every few minutes



# Three-Track Operations Customer Impact



# Supplemental Service Strategy

## Construction - Supplemental Service Approach

### Dan Ryan construction began in April 2006

- **Supplemental service was added to existing service**

- Two trains were added on the Red Line
- Six-car trains were used for a longer duration of the day on the Green Line
- Articulated buses added to several express bus routes
- Service was monitored and adjusted based on customer use

### Brown Line Expansion Project

- **Supplemental train and bus service will be added**

- Supplemental trains will be used in the core of the Brown and Blue Line
- Service will be added to various bus routes
- Service will be monitored and adjusted based on customer use





# Supplemental Service Strategy

## Construction Impact Area



### North/South

#151 Sheridan  
#8 Halsted  
X9 Ashland Express  
#49 Western  
#52 Kedzie/California  
#53 Pulaski

#156 LaSalle  
#9 Ashland  
#50 Damen  
X49 Western Express  
#82 Kimball/Homan

### East/West

#155 Devon  
#92 Foster  
#78 Montrose  
X80 Irving Park Express  
#77 Belmont  
#74 Fullerton  
#72 North  
#66 Chicago  
#20 Madison

#84 Peterson  
#81 Lawrence  
#80 Irving Park  
#152 Addison  
#76 Diversey  
#73 Armitage  
#70 Division  
#65 Grand  
X20 Wash./Madison Exp.

### Diagonal

#22 Clark  
#11 Lincoln/Sedgwick

#36 Broadway  
#56 Milwaukee

### Northside Express to Downtown

#134 Stockton/LaSalle  
#136 Sheridan/LaSalle  
#144 Marine/Michigan  
#146 Inner Drive/Michigan  
#148 Clarendon/Michigan

#135 Clarendon/LaSalle  
#143 Stockton/Michigan  
#145 Wilson/Michigan  
#147 Outer Drive

## Overview

### Issue

- Reconstruction of the stations and track at Belmont and Fullerton will require closing of one of the four tracks for more than two years.
- Supplemental service is required to provide service alternatives and extra capacity in the AM and PM Rush Periods.

### Customer Impact

- Northbound running time between the Loop and Belmont will increase.
- Wait times will be longer due to reduced frequency, especially on the Brown Line and Purple Line.
- Total capacity will be reduced in the AM and PM Rush Periods.
- This transit dense environment provides multiple service alternatives.

### Guiding Principles

- Continue to run service throughout the construction period.
- Reliably, effectively and safely transport the maximum number of customers.
- Focus attention in the peak direction to meet the greatest demand.
- Provide supplemental service to increase customer capacity in corridors adjacent to North Red Line and Brown Line stations.

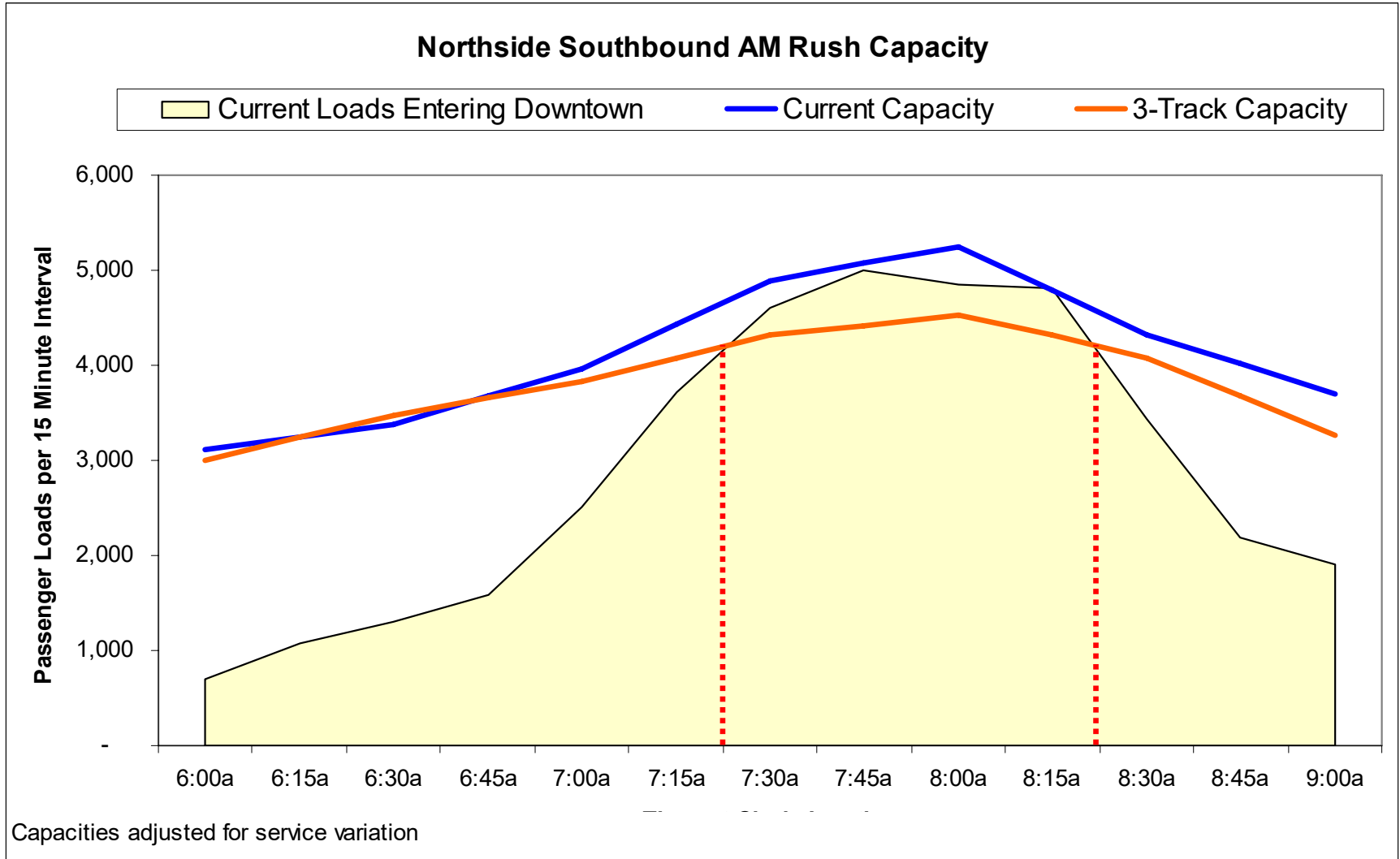


# **Supplemental Service Plan**

## **Rail Options**

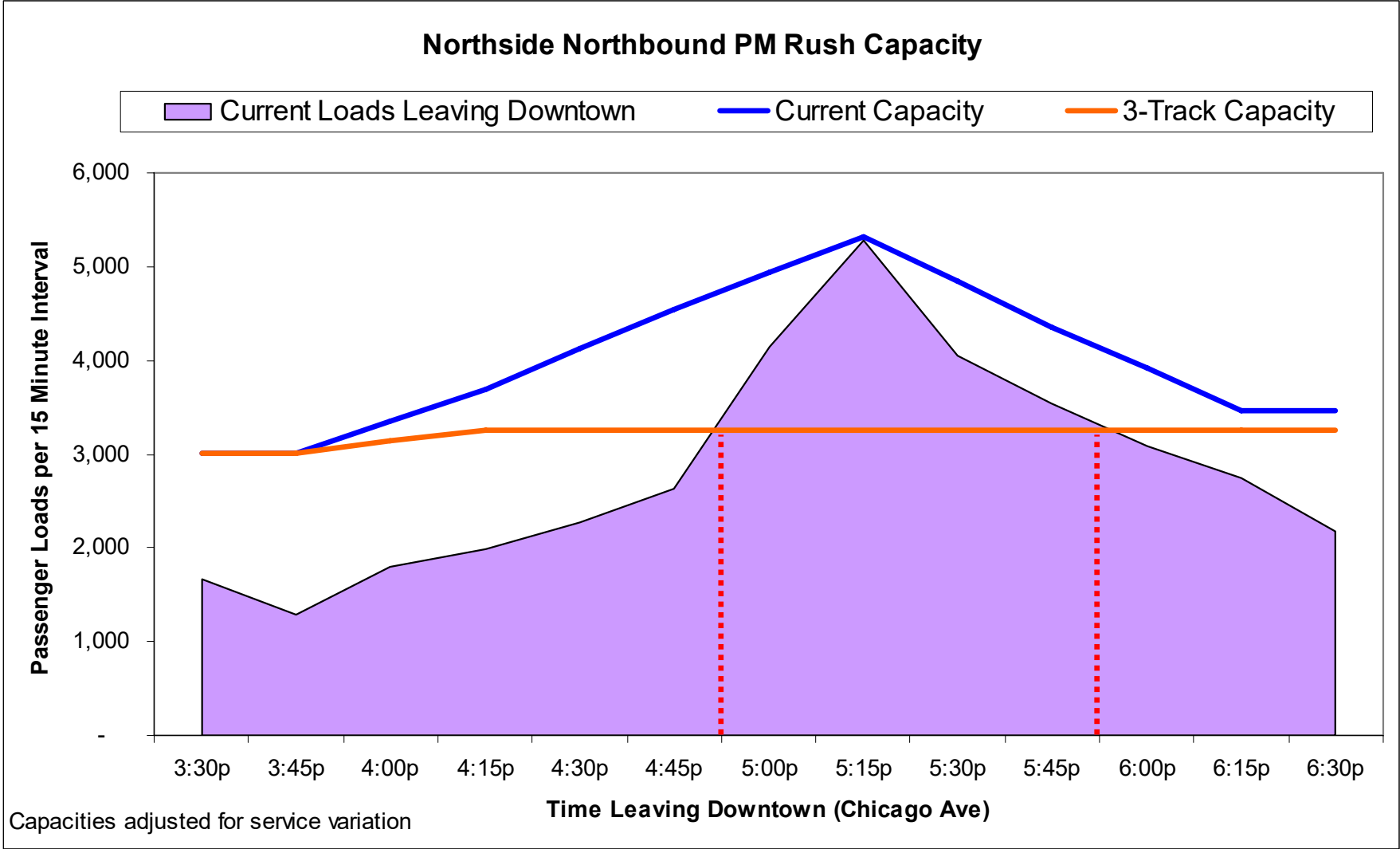


## Scheduled Capacity and Utilization – Chicago Ave. AM Southbound



# Supplemental Service Strategy

## Scheduled Capacity and Utilization - PM Northbound



## Supplemental Service Strategy

### Rail Support Strategies



## Brown Line

- **Several AM rush trains will operate on the Brown Line between Belmont and the Loop to focus more capacity in the area with the highest demand.**
- **Certain PM rush trains will begin service at Adams/Wabash to help accommodate the number of customers boarding on the east and north side of the Loop.**

## Blue Line

- **Operate several trains south from Jefferson Park and north from UIC/Halsted to focus more capacity between Jefferson Park and Downtown due to expected increase use of Blue Line as an alternative.**

## Purple Line

- **Purple Line trains will operate on the Outer Loop to follow the route of the Brown Line and limit downtown delays.**

## Red Line

- **PM trains to Howard may be reduced slightly.**
- **Service to 95<sup>th</sup> Street will see little change.**



# **Supplemental Service Plan**

## **Bus Options**



# Supplemental Service Strategy Proposed AM Bus Placement



## **#11 Lincoln/Sedgwick: SB Addison to Jackson**

Current frequency: Every 10 – 15 minutes

Initial frequency: Every 2 - 12 minutes

## **#22 Clark: SB Belmont to Jackson**

Current frequency: Every 3 - 8 minutes

Initial frequency: Every 2 - 8 minutes

## **#134 Stockton/LaSalle Express: SB Belmont to Adams/Wacker**

Current frequency: Every 4 -10 minutes

Initial frequency: Every 3 - 10 minutes

## **#135 Clarendon/LaSalle Express: SB Wilson to Adams/Wacker**

Current frequency: Every 3 - 10 minutes

Initial frequency: Every 3 - 10 minutes for a longer time period

## **#151 Sheridan: SB Belmont to Union Station**

Current Frequency: Every 3 - 12 Minutes

Initial Frequency: Every 3 - 12 Minutes for a longer time period

## **Staged Buses**

Maintain ability to make adjustments as people change their travel patterns.





# Supplemental Service Strategy Proposed AM Bus Placement



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## **Staged Buses**

Maintain ability to make adjustments as people change their travel patterns.



# Supplemental Service Strategy

## Proposed PM Bus Placement



### #11 Lincoln/Sedgwick: NB Jackson to Paulina

Current frequency: Every 10 - 15 minutes

Initial frequency: Every 3 1/2 - 4 minutes

### #22 Clark: NB from Jackson to Belmont

Current frequency: Every 5 - 10 minutes

Initial frequency: Every 2 1/2 - 5 minutes

### #147 Outer Drive Express: Congress/State to Devon/Broadway or Howard Terminal

Current frequency: Every 5 - 10 minutes

Initial frequency: Every 2 1/2 - 5 minutes

### #148 Clarendon/Michigan Express: Congress/State to Broadway/Wilson or Damen/Wilson

Current frequency: Every 10 - 15 minutes

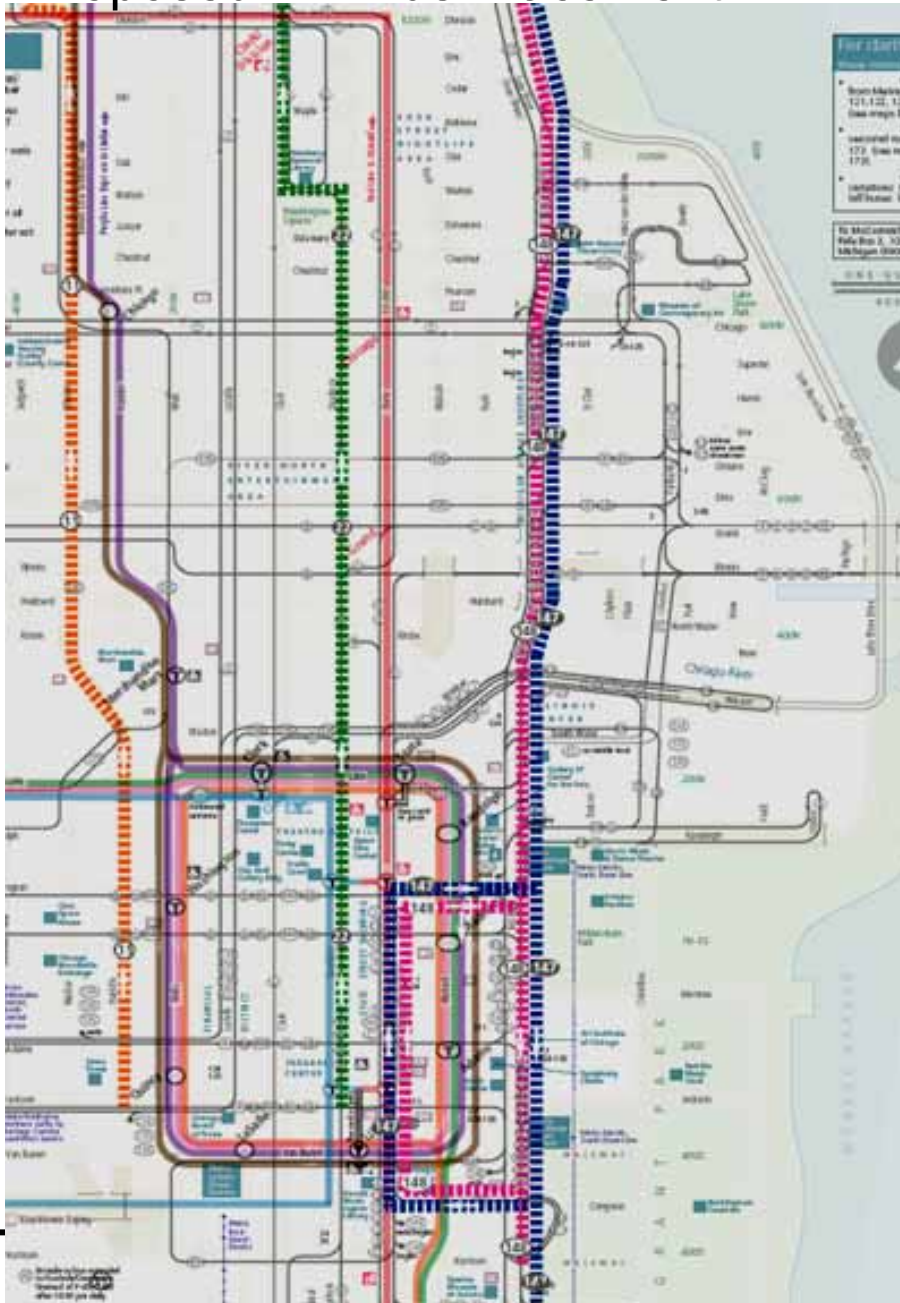
Initial frequency: Every 5 - 7 1/2 minutes

### Staged Buses

Proposed initial plan shown above. Staged buses will allow flexibility from the start.

# Supplemental Service Strategy

## Proposed PM Bus Placement



### **#11 Lincoln/Sedgwick: NB Jackson to Paulina**

Current frequency: Every 10 - 15 minutes

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### **#22 Clark: NB from Jackson to Belmont**

Current frequency: Every 5 - 10 minutes

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### **#147 Outer Drive Express: Congress/State to Devon/Broadway or Howard Terminal**

Current frequency: Every 5 - 10 minutes

Initial frequency: Every 2 1/2 - 5 minutes

### **#148 Clarendon/Michigan Express: Congress/State to Broadway/Wilson or Damen/Wilson**

Current frequency: Every 10 - 15 minutes

Initial frequency: Every 5 - 7 1/2 minutes

### **Staged Buses**

Proposed initial plan shown above. Staged buses will allow flexibility from the start.



# Supplemental Service Strategy

## Service and Coordination

### Service Components – Proposed Initial Plan

- Supplement lakeshore corridor service
  - AM #134, #135, #151
  - PM #147, #148
- Expand parallel peak period service
  - #11 Lincoln/Sedgwick
  - #22 Clark
- Monitor key routes
  - #156 LaSalle
  - #8 Halsted
- Deploy resources as needed
  - Improve existing service
  - Manage hot spots
- Maximize train utilization
  - Supplement Brown Line south from Belmont
  - Route Purple Line on Outer Loop
  - Supplement core of Blue Line

## Customer Activities to Improve Travel Times

- Use alternative services
  - **Express buses**
  - **Blue Line**
- Travel outside of the heart of the rush hour
  - **7:30 to 8:30 AM**
  - **5:00 to 6:00 PM**
- Board quickly and move away from the doors
  - **Move to the center of rail cars**
  - **Move to the rear of buses**
- Exit through the rear doors of buses
- Avoid blocking doors as they close

# **Customer Information and Community Outreach**



## Customer Information and Community Outreach

### Community Meetings

# CTA Community Meetings

The Chicago Transit Authority will hold community meetings to provide proposed service details for upcoming three-track operations. As part of the larger Brown Line Capacity Expansion Project, platforms will be expanded and elevators will be installed at the Belmont and Fullerton stations. Tracks must be moved for construction so the four tracks on which the Brown Line, Purple Line Express and Red Line currently operate will be reduced to three tracks.

#### **Monday, March 12, 2007**

6 p.m. to 8 p.m.

Lane Tech High School Auditorium\*

2501 West Addison Street (Addison and Western)

#### **Thursday, March 15, 2007**

6 p.m. to 8 p.m.

Agassiz Elementary School Auditorium\*

2851 North Seminary Avenue

#### **Monday, March 19, 2007**

6 p.m. to 8 p.m.

Truman College Cafeteria\*

1145 West Wilson Avenue

#### **Monday, March 26, 2007**

6 p.m. to 8 p.m.

CTA Headquarters - 2nd Floor\*

567 West Lake Street

\*All facilities are accessible to people with disabilities.

[www.transitchicago.com](http://www.transitchicago.com)

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-8891)

Remove March 27, 2007

Transit Information: 836-7000 from any local area code; TTY: 312-836-4949



## **Media Outreach**

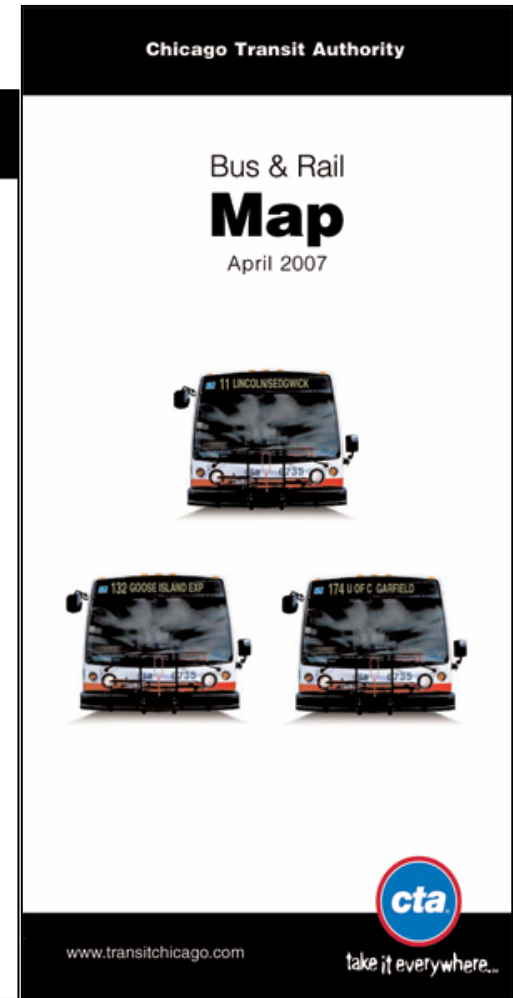
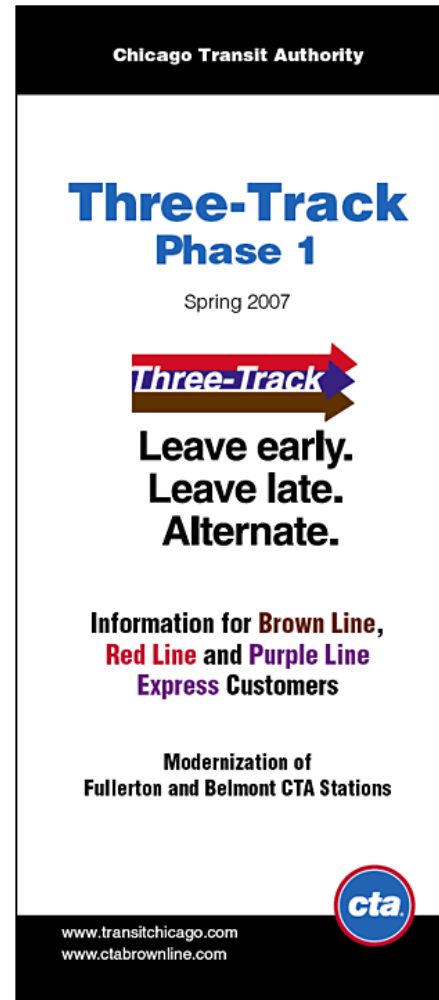
- **Media Briefings**
- **Press Releases**
- **Segment on CTA's March Connections television program**



# Customer Information and Community Outreach

## Customer Materials and Advertising

- **FAQs**
- **Informational brochure**
- **Updated Bus & Rail Map**
- **Print ads**



# Customer Information and Community Outreach

## Information Posted on Buses, on Trains and at Stations

### Leave early. Leave late. Alternate.

- The next phase of the CTA's \$530 million Brown Line Capacity Expansion project is scheduled to begin in April and will affect service on the **Brown Line**, **Purple Line Express** and **Red Line**.
- Belmont and Fullerton stations are being upgraded with elevators to make them accessible to seniors and customers with disabilities. You will enjoy more spacious platforms and easier boarding for a more comfortable commute in the future.
- To make these improvements, the Brown Line, Red Line and Purple Line Express trains serving the Belmont and Fullerton stations will operate on three tracks instead of four.
- During the Three-Track Phase, all trains will continue running and the Belmont and Fullerton stations will remain open.
- While we work to serve you better, longer wait times and more crowded trains will be unavoidable. We ask for your patience.
- We suggest you allow for extra travel time and encourage you to leave earlier or later during peak travel times, especially in the p.m. rush.
- You may want to consider alternate transit service, such as CTA buses.
- Modernization of the Belmont and Fullerton stations is expected to be completed with the rest of the Brown Line Capacity Expansion project by the end of 2009.



[www.transitchicago.com](http://www.transitchicago.com)  
[www.ctabrownline.com](http://www.ctabrownline.com)

1-888-YOUR-CTA  
TTY: 1-888-CTA-TTY1

836-7000 Travel Information  
TTY: 312-836-4949

Remove by October 1, 2007  
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- Customer alerts in buses and trains
- Interior bus and rail car announcements
- Station-specific signs and flyers will be available at selected stations to inform customers of alternate transit services available
- Informational and directional signs at rail stations



# Customer Information and Community Outreach

## Web Site Updates

The screenshot displays the CTA website interface. The top navigation bar includes the CTA logo and the text "Chicago Transit Authority". Below this, the main content area is divided into several sections:

- Welcome Aboard:** Links to "From the Chairman & the President", "CTA Overview", and "Transit Board Meetings".
- Business:** Links to "Careers at CTA", "Finance/Budget", "Freedom of Information", "Office of Inspector General", "Procurement Information", and "Contact CTA".
- CTA Store:** Links to "Chicago Card Plus®", "Gift Express", and "Transit Cards/Passes".
- Recently at CTA:** A list of recent updates, including "Check Customer Alerts for latest service updates", "Three-Track Service Options", "Chicago Card settlement", "CTA 2007 Historical Calendar", "Connections TV Show", "CTA Bus Tracker", "drive less. live more.", and "Construction & Renovation Updates".
- Travel Information:** Links to "Bus Schedules", "Train Schedules", "Trip Planner", "System Maps", and "Brochures".
- Featured Section:** A large banner for the "countdown to a new BROWN" project, titled "The Brown Line Capacity Expansion Project". This section includes a "Three-Track Operation" article, a "News & Updates" sidebar, and a "MY STATION" list on the right.

The "Three-Track Operation" article states: "As part of the \$530 million Brown Line capacity expansion project, the CTA will increase the width of the platforms and install elevators at the Fullerton and Belmont stations. To complete this project, it is necessary to move some tracks while construction is underway. The CTA will close one track at a time, which means the current four-track operation will be reduced to three tracks." It also mentions that this reduction will allow CTA to upgrade the Fullerton and Belmont stations in the most efficient manner possible.

The "MY STATION" list on the right includes: Kimball, Kedzie, Francisco (marked with an "ALERT" icon), Rockwell, Western, Damen, Montrose (marked with a "CLOSING" icon), Irving Park, Addison (marked with a "CLOSING" icon), Paulina, Southport (marked with an "ALERT" icon), and Belmont.

- Continual updates on the CTA website, [www.transitchicago.com](http://www.transitchicago.com), and the Brown Line website, [www.ctabrownline.com](http://www.ctabrownline.com)

# Customer Information and Community Outreach **Outreach**

## **Transit Benefit Program**

- Order fulfillment kit insert

## **Chicago Card/Chicago Card Plus**

- Letter & e-mails to registered customers
- Order fulfillment kit insert

## **U-Pass**

- E-mail blast to Program Administrators
- Distribute information during U-Pass registration
- Print Ads in campus newspapers

## Brown Line Capacity Expansion Project

### Contact Information

#### General Questions

**Mark Payne**

**Chicago Transit Authority**

**[mpayne@transitchicago.com](mailto:mpayne@transitchicago.com)**

**(312) 681-2713**

#### CTA Web Site

**[www.transitchicago.com](http://www.transitchicago.com)**

**[www.ctabrownline.com](http://www.ctabrownline.com)**

#### Service Questions

**[ctahelp@transitchicago.com](mailto:ctahelp@transitchicago.com)**

**1-888-YOUR-CTA**

